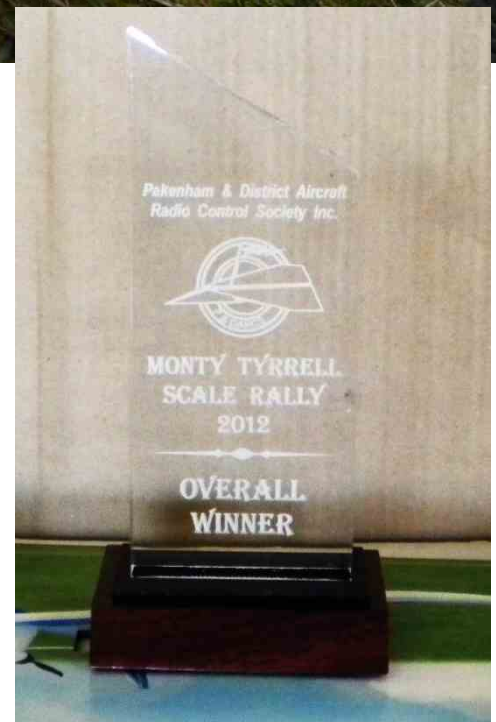




## **Monty Tyrrell Scale Rally Winner 2012**

Model is a Mk 22 Supermarine Seafire by Adrian Whiter and was scratch built by Adrian as part of a Croydon club project lead by Haydn Hampson

Adrian produced a great tribute to Haydn who drive and enthusiasm will be sorely missed by his club and the Scale devotees



Next Club Meeting 31<sup>st</sup> March 2012. At the field 1pm  
Club Twi Fly April 14<sup>th</sup> BYO Food

## BURLEY FIELD

Wenn Road Cardinia

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## In This issue:

What's on, around the Clubs  
Committee Reports and Notices  
At the Flying Field  
Night Flying and Lighting up a Model  
Civilian Classics

## Editor's Bit

There has been some interesting things going on at our field lately, Alan Foley's Quadracopter first flight went well, very interesting gadget, actually has a GPS device included in the on – board controls

Brian Andrews Ultimate Bipe' first flight also went well, a little trimming and more exponential was required

Doug Dorrat's new F3A Azurit, first flight, flew like it is on rails, also with a little trimming

Frank McPherson's parachute recovery model first flight, needed a lot of trimming, to make the model fly straight and level

Second flight, with chute release servos plugged in, both lots of chutes separated o.k with a very wild swinging of the model, it settled into a good descent, a bit fast, as the model was damaged on impact  
The model and descent system was totally experimental, we did not know what would happen, and the model was roughly assembled for that reason

Some modifications, Larger main chute / longer chute tether / strengthen the airframe / fly slower and higher next time

It is called a hobby, and is all for fun, excitement, and a challenge

### Frank McPherson Editor



## What's On

### At P&DARCS

#### March

31<sup>st</sup> Club Meeting at the field 1 pm start

#### April

1<sup>st</sup> VFSAA Sportscale Competition ( field Closed)

14<sup>th</sup> Twi – Fly event **All members welcome**

### From the VMAA Events Calendar

#### February

26 th, HELI HEATWAVE.

See [www.waggamac.org.au](http://www.waggamac.org.au)

Wagga, NSW WMAC

#### March

2- 4 th, FUN-FLY & FLY-IN

Warrnambool WMAC

31-1<sup>st</sup>, VMAA TROPHY inter-club FUN competition At the State Field

#### April

1<sup>st</sup> Sportscale Comp

Pakenham P&DARCS

27-29 th, WW 2 and Military Scale comp Wagga NSW, WMAC

## President's Report



Well I have two hats this month as I am back temporarily as editor. Frank has taken a compulsory Holiday under instructions from the Boss .He did tell me that I just need to fill in the spaces as he has prepared the newsletter in advance . However, I have just opened the file and scrolling through the pages apart from his editors report I see nothing but empty text boxes waiting for content !! Sucked In are the words that come to mind.

We had a fantastic Monty this year and for those members who didn't come down a fly or have a look you missed out on a great event. The weather was quite good and we started proceedings at 9.30 as there were so many entrants there early. Flying continued through to around 3 pm when I called a halt and presented trophies before the flightline guys collapsed from exhaustion. They must improve their fitness for next year ☺

We have 51 pilots and 72 model present and what a variety. Scale Helis , Gliders, Jets even a turbo prop joined the standard 2 and four stroke powered models. We even had some RC Tanks motoring around the pits . As I said if you didn't bother coming you missed out on a great day.

Moving on to other issues. The committee is looking into improving the fields drainage further with the co-operation of the CO-OP.

Norm is also looking at improving the type of grass we have on the runways by working out ways of spreading the particular species of couch that is doing well. Can't remember the type.... Green it think? Our runways are one of the most important assets we have down there and they are looking a little worst for wear in parts at the moment.

The Charging station / Pavilion is nearing completion and we will be putting the finishing touches to make the shower functional in the next month or so. Many other mostly infrastructure maintenance and flood proofing projects are in the wings and quietly being worked on.

Our next Major event at the field will be the OS Day which is on the 27<sup>th</sup> May.

Prior to that of course we will have our club Meeting on the 31<sup>st</sup> March where Frank Mac will show you all how to light up your model for night flying and then on the 14<sup>th</sup> April (Sat evening) we will have a Club Twi Fly.

See you all there

*David Walsh, Pres'*

## Secretary's Report

**General meeting held Wednesday 7 March 2012 at the "Burley" field Cardinia.** Meeting opened at 2000hrs  
15 members present

**Apologies:** A Coleman

**Minutes of the previous meeting be accepted.** Moved C  
Caulcutt Seconded P Somerville Carried

**Business arising from previous minutes.** Nil

### **President.**

Data projector installation nearly finished. New web cam in hay shed

Presented N Morrish with his Gold Wings.

Monty Tyrrell event 18<sup>th</sup> March.

Due to the VSSA comp. on Sunday 1<sup>st</sup> April, the general meeting has now been rescheduled to Saturday 31<sup>st</sup> March at 1300hrs.

Lost or mislaid club keys will now cost \$30 to be replaced (cost to purchase security key) Club caps \$15.

### **Field.**

Couch grass seems to be growing fast .Battery charging bench tops to be covered with a fire retarded material

### **Maintenance.**

Machinery in working order mower blades sharpened.

### **Web.**

Members are advised to keep their viewing time to a minimum to let others use this facility.

### **Registrar.**

Current membership is 180

### **General.**

Model tank members are coming to the Monty Tyrrell day to give a demonstration.

Club auction day Saturday 7<sup>th</sup> July 2012 at Dingley registration at 12 noon auction to begin at 1300hrs.

Due to lack of attendance at this meeting the general meeting will revert back to a Saturday or Sunday starting at 1300hrs

**Next general meeting Saturday 31<sup>st</sup> March 2012 at the "Burley" field at 1300hrs**

Meeting closed at 2020hrs

## Club Twi Fly



Saturday 14<sup>th</sup> April .

Light up you model and came along and have a fly. There is a whole new dimension of flying to be discovered.

If you don't know how to light up then come along to the club meeting on 31<sup>st</sup> March and Frank will show you how. Light strips will be for sale as well so no excuses.

## Webmaster's Report



The most important change last month was the introduction of the Hay Shed Cam. From comments I have received down at the field it looks like a winner! This Webcam does not use Java like the old ones and seems to work no matter what you're using as a web browser. It also has a much better resolution and night vision. The cost of this camera was under \$100. Next step that I wish to put forward is replacement of the old webcams with these new ones

The Website stats are as follows.  
2,627 Visits.  
1,057 Unique Visitors.  
12,927 Page views.

A big increase from last month

As normal Webcams are the fruit of the month

West Cam 1,578 hits  
East Cam 1,790 hits  
Hay Shed Cam 1,601 hits (not bad for a new Webcam!)

I am trying to keep the website interesting and informative. If you have any suggestions / articles / photos etc please give me a yell.

*Paul Webber*  
Webmaster

## Committee

### **Machinery Shed & Models don't mix**

The machinery shed is for club machinery not members models. It is a work area in a very tight one at that so any models left in there are likely to be damaged. Also we do not provide storage for members models or equipment. Please take your models, Models stands etc home when you leave. This applies to the proposed workshop area in the new Pavillion. Can't use the bench if everyone's model stands are in there. Please take them home if you own them or they may be tossed out in our next clean up.

### **New Car Park Layout.**

A year or so ago just before the weather attacked us a motion was passed to redesign the car park areas to allow for a drive around drop off zone. This would mean that you can't park right up against the "Hay Shed" but you can drive through drop off your gear and drive back to the parking area. We are now ready to commence working on this so in the next few weeks you will see a temporary layout installed so that we can get the geometry of the drive through established before putting in a permanent structure. The start of the parking area will only be 15 feet or so back from the edge of the hay shed but it will allow for a drive through section to make unloading of models easier.

### **Rockets**

Stuart Moss very competently explained the art of Rocketry very to your committee at our last committee meeting and as a result we have decided to allow this activity at the club but only if you are a P&DARCS member and the activity must be conducted in accordance with the MAAA MOP for rocketry. This can be found on the MAAA website. If you feel like giving rockets a try make sure you talk to Stuart about how to do it safely and legally

## Social Director



Well for last month's meeting we were due to have Allan Swift doing a Show & Tell on Electric Formula 1. Unfortunately the weather was atrocious & turnout was very poor as well. Due to this we have asked Allan to reschedule his Show & Tell until next month's meeting & he has kindly agreed.

The next meeting, which will actually be a bit earlier this time, will be held on the 31 March (even though it's the April meeting) at 1PM and it's going to be a busy day.

First off, in preparation for our next Twi-Fly (on the 14<sup>th</sup> April. Twi-Fly stands for twilight flying in case you did not know) Frank McPherson will be showing us how easy it is to wire up some LED lights on your plane for night flying. Paul Webber will then follow by demonstrating how to light up helicopters. We will also have some LED lights that you can buy (which we're selling at cost price) so there will be no excuse for not having a go at night flying. We will then hold our club meeting and following that Allan Swift will do his show & tell on Electric Formula 1.

As you can see we have a jam packed meeting. Remember these meetings are there to keep you informed with the club going on and at the same time hopefully we can get guest speakers to show you something interesting, so please come along. It's a great opportunity to catch up with what's happening & to have a good time chatting with other club members.

On the 18<sup>th</sup> of this month we had the Monty Tyrell which I think was a great success, we had I believe 50 entrants & 70 planes & quite a few spectators. This is why we have such a great club, events like this showcase us at our best. As I mentioned above we have another Twi-fly on the 14<sup>th</sup>. This is a simple club get together where we do a bit of flying chat then do some more flying after dark. If you've never seen a plane or helicopter fly after dark, then you're missing out. Why not find out how it's done at the club meeting on the 31 March, then have a go yourself on the Twi-Fly. Get involved with the more social aspects of the club, you know you want to!!

Until the next time, happy flying.

Daniel J

## Registrar's Report

### Membership List

I will update the forum with a new membership list soon. I will send a bulk email out to those who have registered once I loaded the update.

<http://www.pdarcs.com.au/forum/>

And yes, I still have to do the paper copy at the field.

If there is any change to your details, please let me know. I have noticed that some of the Club emails including the newsletter ones bounce back as not deliverable.

You can let me know of any changes by email [registrar@pdarcs.com.au](mailto:registrar@pdarcs.com.au) (preferred) snail mail (Club mail address) or least preferred by phone (my mobile).

### Membership Renewals

Remember:- No-one should be flying with last year's BLUE cards.

To date we have 180 members, 21 who are non-financial and 9 have resigned.

### Keys / Badges

As discussed at the last Club meeting, lost keys will cost you \$30. If you lose your Club Badge the cost of replacement is \$5.

This is what it cost the Club, so please look after your Key and Badge.

### New Member Applications

The follow have applied for Club membership.

- Barry Stapleton
- Mark Harris
- Stuart Grant
- Brendan White

Paul Webber  
Registrar

Phone 0417 558 779

Email: [Registrar@pdarcs.com.au](mailto:Registrar@pdarcs.com.au)

## P&DARCS AUCTION

Saturday 7<sup>th</sup> July  
Dingley Hall  
Marcus Road Dingley

1 pm Start



## Hangin Around



A close look at Frank Macs model and you will notice it hangin by strings. WHY you may ask ?

Well Frank has too much time on his hands now that he has retired so he thought hat he would try to design a parachute recovery system. Well it kinda worked and I am told that it might have worked better if he hadn't left the model on full throttle .

Shows promise through and back the that question WHY ?

Just Coz !!!

Check oput U tube under windsock productions

## Mug of the Month

Well as guest editor it would be wrong not to take the opportunity to reinstate my Mug of the month column for just one more month. Mooooo Ha Ha Ha Ha Ha Ha Ha . ( that's an evil laugh by the way)

**Daniel J.....**

I was sitting at the window table in the club house organizing my judging decisions at the Monty when Daniel walked in ,walked past me ,picked up the microphone from just behind me , walked out into the pits and put an announcement over for me to come to the club house DUH !!!!!!!!!!!!!!!!

**Peter H**

Our last Club Meeting was at the field on the usual Wednesday night. Three quarters of the way through the meeting Peter H walked in and announced that he had been to Dingley as he though the meeting was there. Partly Muggy but actually quite understandable considering this was the first time we have moved it to the field. What is definitely Mug worthy though is the fact that he admitted that he also went to Dingley Tuesday night as well . Got it wrong two nights in a row !!!

*By the way this Peter H is not a treasure*

Ran out of space so can't tell the Wally S story. Ah well .....

# Monty Tyrrell 2012





## Stats

Pilots ..... 51  
 Model ..... 72

Types of models  
 Glider  
 Heli  
 Jet  
 Turbo Prop  
 Tank

## Sponsors

Model Engines  
 The Hobbyman  
 Addies Hobbies  
 SC Models  
 Hallam Hobbies  
 Triple T Insurance

## Overall Winner

Monty Tyrrell Trophy 2011  
 Adrian Whiter

## Best Scratch Built

Lindsay Lamont

## Best ARF

Ken Mollison

Fantastic day, great support from entrants and a great team running the day, makes for a world best event. And that is what we had.

**Big Big Thanks to all of our sponsors for the day** the range of prizes was terrific. Our sponsors support really makes these days so make sure you support our sponsors when you next buy a modeling product.

This is part of the Article provided on our website in full, it will be in the Newsletter in three parts

# NIGHT FLYING & LIGHTING UP A MODEL

( On the 'cheep' )

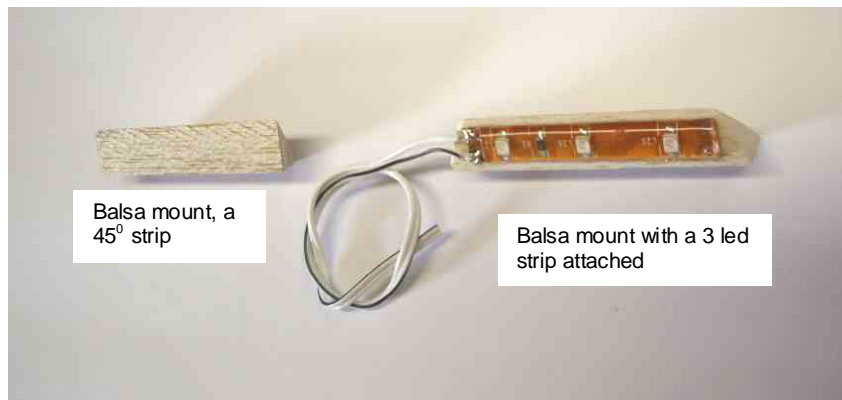
By Frank McPherson, P&DARCS February 2012

## Trailing edge and side facing led mounting

We can't stick the rear facing led strip on the trailing edge of the wing, as the trailing edge is too thin  
One way to do this is to make the trailing edge leds up into separate groups of 3 leds, mounted on a small balsa or hardwood mount as shown below

Use the same mounts for the leds on the top, facing along the wing

You will need to make up 10 of these mounts, 5 for each wing



The side - facing wing leds shown above, allow you to see what the model is doing, as described in the list above;

From the list, in 4. above

(a) and (b), and **helps** with (c)

(d) and (e)

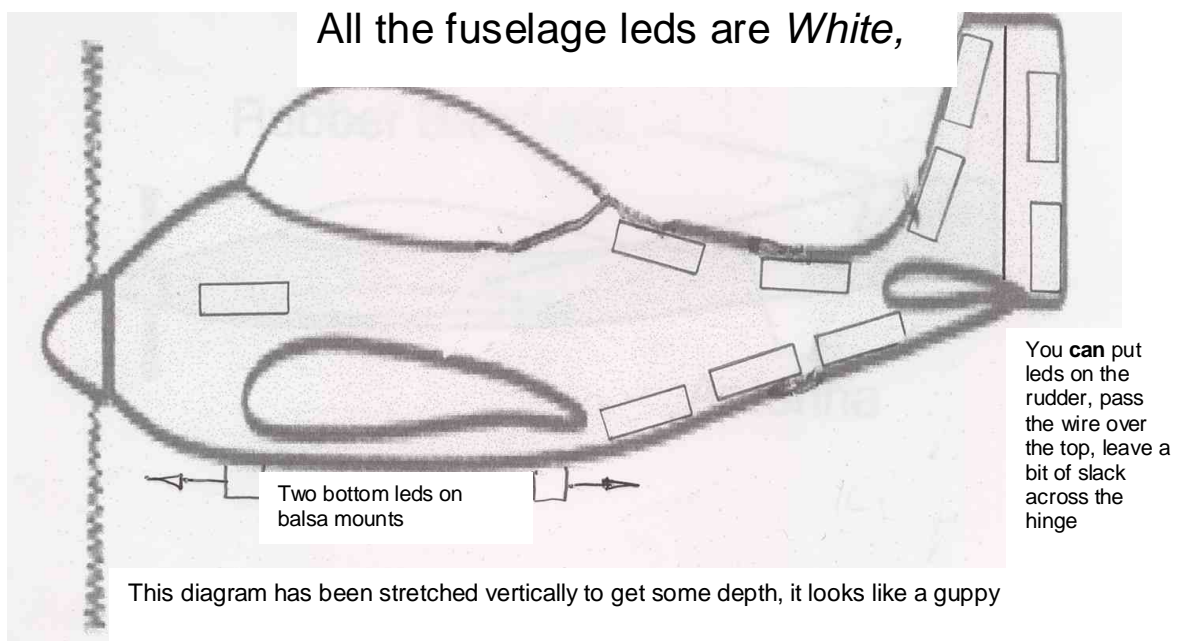
## Fuselage And Vertical Stabilizer Leds

The fuselage and vertical stabilizer leds help you to see the model from the side view, and other side angles, and the best colour is *white*

The diagram below, shows good led positions for one side of the fuselage, and vertical stabilizer

The other fuselage side will have the same led positions

You can fit more or less leds to the Fuselage as you wish, OR make them up in larger units than 3 leds, to save on wiring





## 5. HOW TO INSTALL THE LED STRIPS, ( fixing + wiring )

The led strips are supplied in 1M lengths, 60 leds, ( in 20 groups of 3 ), in most locations, you do not need a full length of 60 leds, either they won't fit, or will be " overkill "

So you need to **cut the led strips up into shorter lengths**, (to suit the location on the model) and then attach wires to each length, stick them on the model, and connect up the wires, so you can connect them to the battery supply

### Cutting The Strips

From the diagrams of the wing leds and fuselage leds ,( in section 4 above ), we need to cut the full led strips up into the following lengths;

For the **wings**, ( see section 4 )

\* 9 of, ----- 3 leds, **green**

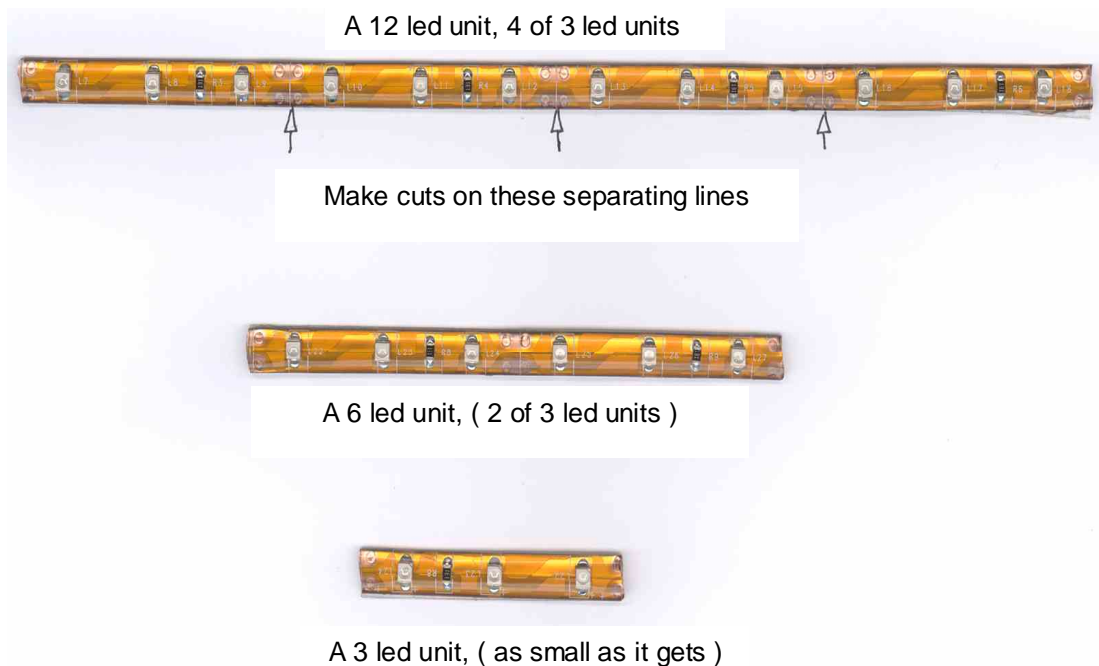
\* 9 of, ----- 3 leds, **red**

For the **fuselage**, ( see section 4 )

\* 20 of, -----3 leds, **white**

You can fit more or less leds to the Fuselage as you wish, OR make them up in larger units that 3 leds, to save on wiring

Cutting examples



### Wiring

A low – cost lightweight, wire to use for connecting up the led strips is called " bellwire"

It is available from retail outlets like Jaycar

It is a twin wire, one of them is marked with a stripe, so you can make that the + wire

He wire is small, so you will need a wire stripper, side cutters will rip out some of the strands, see the Jaycar ad' on the next page

# Gloster Gladiator

(Dick ) Ryland

Richard

This is an important aircraft in the evolution of the fighter, a link between the bi-plane and monoplane fighter. Gloster developed this aircraft as a private venture, a development of the Gloster Gauntlet which was then in service. It first flew in 1934 and its performance was so good that a government specification was written around it and it entered service in 1934.



It had a one bay wing and an internally braced undercarriage, both features significantly reducing drag leading to a top speed of 253 mph. It was the first British fighter to have a fully enclosed cockpit despite some resistance to this by traditionalists who insisted that the fighter pilot needed to feel the airflow on his face in order to fly accurately. Tradition however was one of the factors which allowed the production of this aircraft to go ahead at a time when it was becoming clear to many that the monoplane fighter was going to have an unbeatable advantage.

That advantage was a huge reduction in drag, most of which in any aircraft is caused by the energy taken to wind up the powerful, but unseen, wingtip vortices. A bi-plane dragging along *four* of these vortices will always be left behind by an equivalent monoplane.

It was still in service at the outbreak of WW2 and had some notable successes but was quickly withdrawn from front line service. Australian pilots flew them in the Egyptian desert against the Italians before being equipped with Hurricanes and P-40s. Over 700 were produced, many of those being exported to foreign air forces as disparate as China and Latvia.

Sadly, only a handful of this important aircraft still exist and you will have to go to Europe to see one. The Gladiator (what a *magnificent* name for a fighter!) was not a great beauty but rather a workmanlike looking machine which had features of both traditional fighters and the new monoplanes evolving even as this one was being designed. Because of its place in the development of the modern fighter it will always be seen as one of the Military Classics.





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**model engines**  
THE LEADERS IN AWESOME R/C

Next Club Meeting – 31<sup>st</sup> March  
1 pm start

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